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Hongkong Daily Press.

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Hongkong, 4th May, 1910. [595]

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Hongkong, 8th June, 1906. [54-168]

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[25]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 12TH, 1910.

At a time like the present, when the vast British Empire passes in panoramic view before the mind's eye, and the Colonies link themselves with the Mother Land in a common bond of sympathy, it is not inopportune to consider a proposal which was made in Canada before the death of His MAJESTY that that Dominion should be declared independent and that KING EDWARD should be asked to assume the title "King of Canada." The proposal, which was made in all seriousness by a prominent Canadian journalist, was not suggested by any spirit of hostility to Great Britain, but was put forward as a means whereby Canadian assistance to the Mother Country might be rendered more effective. While it was admitted that neither Canada nor the United States would tolerate the supremacy of the sea passing into other hands than those of a British race, and that it would also be to their interests to aid Great Britain in the event of her supremacy being endangered, it was argued that Canada should become independent in order that her people might be made conscious of their own responsibilities. They would then feel strongly the need of an adequate coast defence, which was necessary, in the first place, to enable Canada to guard her coast cities, and, in the second place, to enable her to send to Great Britain's aid, at a pinch, any useful warships which the Dominion might acquire. The people of the United States cried out during the Spanish war that the U.S. Navy must stay near home. So would

Canadians cry out if they were brought to war on the Old Country's behalf unless their own coasts were adequately secured by a service of submarines, torpedoes, mines, and all the other local contrivances which cause the invader to approach with caution.

Up till the present, Canada, with the other Colonies, has lived in the security created by the conviction that "Britannia rules the waves" was not a mere figure of speech, but now that that naval supremacy is being challenged the Colonies are waking up to the serious portent it has for them.

In the event of Great Britain being supplemented as a sea Power, the self-governing Colonies would find themselves in a very unenviable position, and the realisation of this was perhaps one of the most potent factors in last year's Conference on Imperial Defence. Canada has decided to establish an ocean-going Navy, and it is the political consequences of this act which are feared by some Canadians. Such a Navy is capable of being used abroad or for the invasion of other countries, though it is ostensibly designed to be lent to the Mother Country in time of war. Authorities have expressed the belief that "a vassal who formerly did not supply warships to his suzerain could but newly subordinate himself if he began to supply ships to that suzerain. If he built them for his own sole use, then he would be assuming new independence. If his designs were not clearly declared or understood, he would be, all the same, in a new position to the suzerain and to the world." Therefore, it is asserted, that as Canada is practically compelled to acquire as soon as possible a defence that may secure herself, the logical conclusion from the arguments of the authorities is that she is no less compelled to make that change in her international political status which will enable her to abstain from any war that she does not desire to engage in unless it is forced on her by invasion. Such change might be to Independence under the Crown, on the plan advocated long ago by SIR GAVIN DUFFY, Premier of Victoria, by an Australian committee over which he presided, and by Mr. JOHN EWART, K. C., in his book, "The Kingdom of Canada." Proceeding to discuss this proposition, the first objection noted in the paper referred to is that it would involve separation from Great Britain, and would prevent Canada aiding the Mother Country during war, but the writer answers this by declaring that no injurious nor novel separation could be involved in independence under the Crown, and he at the same time points out that an independence is as free as a dependency to aid in war. Quite so. But would an independence be as amenable as a dependency when Imperial policy did not coincide with local or Colonial views? Admittedly a bond of affection, a union based on sentiment and love, as well as of kinship, suggested by the formation of "The Voluntary Empire," is preferable to the association which is only maintained by considerations of self-interest, and if the Colonies believe that they will become more serviceable to themselves and to the Mother Country by declaring themselves independent countries under the Crown, Great Britain is bound to seriously consider their wishes in the matter. But the question is not so simple as it seems. Suppose Canada to be independent under the Crown. The KING will then be counselled by Canadian representatives and by the Canadian Parliament in matters affecting Canada. A new nation will have sprung into being. But while rejoicing in a national existence would she at the same time realise her oneness with Great Britain? Would the national will bend to the Imperial will? We doubt it. Besides, independence under the Sovereign of Great Britain would involve separation as distinct as if another choice had been made. The Four Georges and William the Fourth were Kings of Great Britain and Electors of Hanover, but Hanover was no more a part of the British Empire than it is to-day. Its affairs were no concern of British politics and it seems to us that independence under the Crown of any part of the over-sea dominions would bring about a state of affairs parallel to that mentioned which prevailed prior to the accession of QUEEN VICTORIA.

Two new Chinese stamps have recently been issued—a three cent (slate coloured) and a seven cent (claret coloured).

Sir Frederick Lugard reached Kobe on the 4th inst. and called at the Consulate-General to camera, and it was adjourned in view of the fact that Mr. Sommer was not present.

The financial statement of the Hongkong Horticultural Society shows that during the past year the expenses slightly exceeded the revenue. The balance from the previous account was \$690.26, while the amount to be carried forward next year is \$657.36.

The French cruiser Montcalm left Hongkong for the north yesterday morning.

The Future Accident Insurance Company (Messrs. Arnhold, Karberg & Co. agents in Hongkong) had a satisfactory year's working in 1909. It placed £29,552.63 to the reserve fund and paid £15,000 in dividend to shareholders.

Mr. J. H. Gardiner appeared before Mr. E. Hallifax at the Magistracy yesterday to apply for bail in the case in which George Quinn is charged with shooting Ethel Quinn at Kowloon with intent to murder. His Worship refused the application, and fixed the hearing of the case for Wednesday next.

The Chinese Government wished to have the Tonkin-Yunnan Railway protected by Chinese police, and arrangements for this purpose have been discussed with the French Minister in Peking through the Waiyuan. It is reported, however, that the French Minister in Peking will reject the proposal.

Mr. Mee Cheung, photographer, has sent us a print of one of the photographs he took at the proclamation ceremony. It is a panoramic view, practically reproducing the whole of the picturesque scene on the Cricket Ground, and will doubtless be prized by many as a memento of an historic occasion.

The sixth case of plague this season, imported from Canton, was reported yesterday. It was hoped that, having been free from plague since the 1st inst., the restriction placed by neighbouring governments on ships arriving from this port would soon be removed, but this case makes the prospect more remote.

The Chamber of Commerce at Haiphong has passed a resolution in favour of doing away with the sea-cable now connecting that port with Saigon. The cable belongs to a British company and is too liable to interruptions. The chamber prefers a land line, and it is said that the subsidy paid to the company could be utilized in that direction.

The Public Schools Boxing Championship for 1910 has been won by Mr. F. C. Bourne, the son of Mr. F. S. A. Bourne, C.M.G., a Judge of H. B. M.'s Supreme Court at Shanghai, and a grandson of the late Dr. J. Chalmers, of the London Mission, Hongkong. He is 18 years of age, having been born in Hongkong in 1891. The competition for the Heavy-Weight Championship took place at the Army Athletic Club, Aldershot. The Sportsman declared that "the best boxer out was F. C. Bourne, for the second year in succession. The form shown by the winner of this event was certainly in advance of anything seen on either day. He boxed a most sparing and gentlemanly bout to the delight of all."

THE LICENSING BOARD.

A meeting of the Licensing Board was held at the Legislative Council Chambers yesterday afternoon. His Excellency the Officer Administering the Government presided, other members present being: Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, Mr. T. F. Hough, Mr. A. Shelton Hooper and Mr. G. A. Woodcock (Secretary).

The meeting was called to consider an application from F. H. J. Sommer for the transfer from C. Seeger of the publican's license to sell by retail intoxicating liquors on premises Nos. 266 and 268, Queen's Road Central, under the sign of "The German Tavern."

Mr. A. G. M. Fletcher, Trustee in Bankruptcy, said he was appearing on behalf of Mr. Seeger and the applicant, and was trustee of the property. He had some hesitation in devising the form in which to make the application, because the licence of a public house did not come within the definition of property within the Bankruptcy Ordinance. In the present instance he had sold the property known as the German Tavern to Mr. Sommer, subject to his getting a fresh licence. He understood that the applicant had given notice to resign his position as manager of the Vienna Cafe, and wished to put him forward as the person to whom the licence should be transferred. He could not make the application in his own name.

Mr. Hooper—Is it not a fact that bankruptcy takes away a licence from a man, and that he ceases to be the holder of a licence under the existing Ordinance?

Mr. Fletcher—It takes away his property. The property is now being managed by a manager appointed by the Supreme Court. At the present time it is not in the hands of the licensee.

His Excellency—Is the house closed?

Mr. Fletcher—No, it is still being carried on.

Mr. Hooper—For what have you sold the goodwill?

Mr. Fletcher—We have sold the whole thing, furniture, fittings, stock-in-trade and goodwill for \$2,800.

His Excellency—Was it valued?

Mr. Fletcher—I got a rough valuation. It was a very difficult matter, as there was a mortgage to Messrs. Meichers & Co., and that mortgage was bad as against the Official Receiver. The lease has five years to run.

Mr. Hooper—Say \$300 for the furniture, fittings and so on; does not that leave \$2,000 for the goodwill?

Mr. Fletcher—It is impossible to separate the goodwill.

The Board then considered the application to camera, and it was adjourned in view of the fact that Mr. Sommer was not present.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charmant, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TELEGRAMS.

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[BRITISH SERVICE TO THE "HONGKONG DAILY PRESS".]

POLITICAL TRUCE NECESSARY.

LONDON, May 10th.

Mr. Asquith had an audience with the King at mid-day.

The newspapers are almost unanimous in declaring that a political truce is necessary.

A meeting of the full Cabinet has comprehensively dealt with the new situation.

His Majesty has proclaimed the 20th May as a day of national mourning.

The Festival of Empire pageant at the Crystal Palace has been postponed till next year.

MR. ROOSEVELT IN GERMANY.

LONDON, May 10th.

Mr. Roosevelt was accorded a great welcome in Berlin. He was met by many officials and cheering crowds greeted him.

RUBBER DECLINE.

LONDON, May 10th.

Raw rubber showed a further decline to-day.

KING'S MESSAGE TO NAVY AND ARMY.**ROYAL GRATITUDE.**

LONDON, May 11th.

King George, in his message to the Navy and Army, expresses gratitude for the faithful services they have rendered, and adds: "I know I can rely on their loyalty and devotion and I shall watch over their interests with keen solicitude and affectionate interest."

QUEEN ALEXANDRA'S MESSAGE.

Queen Alexandra has written a most touching message to the nation. She says "From the bottom of my poor broken heart I wish to express my deep felt thanks for the touching sympathy of all classes in my overwhelming sorrow and unspeakable anguish. I confide my dear son to your care, begging you to show him the same loyalty you showed to his dear father."

JAPAN-ENGLISH EXHIBITION.

LONDON, May 11th.

In deference to His Majesty's expressed wish the decision not to open the Japan-English Exhibition till after the funeral of King Edward has been rescinded.

It will be opened on Saturday next without ceremony.

NEW JAPANESE LOAN.

LONDON, May 11th.

Half of the amount of the new Japanese loan has been subscribed at premium.

ANOTHER DREADNOUGHT LAUNCHED.

May 11th.

The "Hercules," sister ship to the "Colossus," was launched at Jarrow. The proceedings were very quiet.

[This is the second of the new type of "Dreadnought." Her displacement is 22,500 tons.—ED.]

[FROM THE "CHUNG MOI SAN PO"]

CHINA'S RESPECT FOR THE DEAD KING.

PEKING, May 11th.

The Board of Military Affairs has given orders that as a mark of respect to His Majesty King Edward of Great Britain the officers and soldiers of the different garrisons in China must wear a white ribbon on the left arm.

BOYS' BRIGADE.**INAUGURATION IN HONGKONG.**

Thanks to the energy and interest taken in the movement by the Rev. H. O. Spink, a boys' brigade and scouts company was inaugurated yesterday in connection with St. Andrews Church, Kowloon. The opening ceremony was attended by His Excellency Sir Henry May, Lady May, Colonel St. John, Mr. E. and A. Irving (Director of Education), Ven. Archdeacon Barnett, Rev. H. O. Spink, Captain Garnett, A.D.C., Mr. J. H. Kemp, Mr. Lewis, and others.

The boys, to the number of 25, were drawn up on the ground behind the church. After the opening hymn "Fight the good fight," and prayer by the Ven. Archdeacon.

Rev. H. O. Spink made a few remarks in which he expressed their gratitude to His Excellency for coming to help them in their work. He then explained that a new departure in the church organisation of St. Andrew's, Kowloon, was being made by starting a boys' brigade with a small beginning which they hoped would grow in days to come.

Kowloon at present was a small place, and the number of boys of suitable age for a boys' brigade and scouts company was very limited, but in a few years Kowloon would grow and so it seemed well to set on foot that company, making a modest start.

The numbers that evening were not large, but they would grow year by year.

Though their numbers were small they felt that the start had been helped by the presence that evening of His Excellency and Lady May.

It was a pleasure to see them there and he was sure they would remember the words to be addressed to them by His Excellency.

NA ASSOCIATION.

AN MEETING IN LONDON

(CITISM FROM MR. BLAND.)
OUR OWN CORRESPONDENT)

LONDON, April 19th.

Annual meeting of the China Association was at the P. and O. offices to-day, with Sir Lee Dugdale in the chair. Among those present were: Sir Thomas Jackson, Sir Alfred, Earl Stanhope, Mr. Gershon Ste. M.P., Messrs. R. S. Gundry, R. C. Wilches, V. Sale, J. C. Bois, J. R. McD. C. Rutherford, A. C. Wood, Peter Ma, H. H. Joseph, Byron Brennan, Paring, D. Warren Smith, N. Macleod, G. deacon, F. Salter, W. Harwood, A. omkha, Thos. Brown, C. V. Lloyd, E. de C. Watney, R. H. Hill, F. Brown, W. A. Cruckshank, A. Bryer, J. T. J. O. P. Bland, H. Wilcockson, A. S. Goff, W. Maze, F. Ward, F. Anderson, D. McNeill, H. Morris, G. Feuling, J. H. St. G. H. Pauling, and H. C. Wilcox, Secy.

Secretary having read the notice con-

cerning the meeting,

CHAIRMAN proposed the adoption of the Report and Accounts. He said the report was too long and contained very full details of many things which had occupied the attention of the Committee in the course of the year. Any such remarks as he might make after the adoption of the report would be of little value, as he intended to confine his remarks to questions which had arisen since the report was published.

He proceeded:—Our first business this afternoon is the passing of the Report and Accounts.

I am putting before you the formal resolution that I do not propose to inflict upon any lengthy speech. The Report itself is

considerable length—possibly too long—but

it contains a pretty exhaustive record of

the various questions which have occupied the attention of the Association during the year.

Any such remarks as he might

make after the adoption of the report

would be of little value, as he intended to confine his remarks to questions which had arisen since the report was published.

As regards affairs generally in China—I mean

from a political point of view—we still are with-

out much evidence that the "thunderous edict"

from Peking mean much more than empty words

carrying little intention of fulfilment. In this connection I am tempted to quote from the letter signed "An Old China Hand" which

appeared in the *North China Herald* last

September. "The absurd outpourings of Edicts

in Peking" he wrote, "announcing one reform

after another has made a great impression at

Home, and His Majesty's Minister has been

instructed to maintain a sympathetic attitude.

The plain fact is that mandarins in Peking are

delighted with this empty talk of change, simply

because it means new heads, new appointments,

more patronage, more opportunities for squeezes,

and more openings for sinecurists. Hence we

have one reform after another announced, but

not a single one taken up seriously and carried

through. The Army, the Navy, the Currency,

Education, Finance, the Police, etc., etc., are

all to be overhauled in the most

wonderful way. Where the money is to come

from, no one asks and no one cares. Liken is

to be abolished, opium suppressed, and bribery

to be eradicated, and yet to quote a French

proverb, the more it changes, the more it

remains the same thing." Any extended ex-

perience of China must surely endorse this

somewhat caustic criticism.

News is strangely absent about the Constitu-

tional movement and the working of the

Provincial Assemblies; hardly a word on the

subject has appeared in the foreign Press of

China, so far as I have seen, for fully four

months. A most interesting account, however,

of the doings of certain of the Assemblies appeared

in *The Times* from the pen of Dr.

Morrison last December, in which, as stated

in the Report, he gave his opinion that results,

as a whole, had more than fulfilled expectations.

Since the Report was written there has been

received from Shanghai a copy of a letter ad-

dressed to the British Consul-General there by

the Chamber of Commerce, embodying the

criticisms of the Chamber and of the leading

foreign bankers upon the "Bank Note Regula-

tions" issued from Peking last July. In their

present form the regulations are held to offer

no remedy for existing abuses, and experience

suggests the extreme likelihood of this most

serious question being again indefinitely pio-

nced. As regards the matter of reform of the

currency generally, little or nothing has been

heard since the pronouncement of the lengthy

Edict in January of last year, the comment upon

which document was that it was unpractical,

indistinct and insincere, and merely engendered a

sense of bewilderment.

It is yet too soon to form opinion as to the

reality of China's effort in the matter of opium

suppression; reports on the subject being so

absolutely conflicting, as they must necessarily

be in view of the muddled and loose inter-

provincial system which characterizes, not only

the Government of China, but the Government

of the Chinese. In a Parliamentary Paper

published last January, containing a general

report on the opium question, prepared by Mr.

Max Muller, Councillor of the Peking Legis-

lation, we are informed that "full and reliable

information" has been obtainable only as regards

two provinces, Shensi and Yenan, in which

Mr. Max Muller states excellent work has been

done. "At the opposite extreme," he goes on to

state, "stand Shensi, Kansu, Hupeh and Sze-

chuan, in all of which has been accomplished

so little, if anything, to check either the con-

sumption or the cultivation of the drug." Mr. Max Muller calls strong attention to the absence of trustworthy evidence, and suggests that "Consular officers should be instructed to make extensive tours in the principal opium-producing provinces, and to ascertain by personal inspection to what extent the orders prohibiting the cultivation of opium have been carried out." It must, however, be admitted that, apologetically, something has been done by individual officials in carrying out the Imperial commands, but it is also a curious thing to note that their reports (whatever value they may have) that opium suppression in one province seemingly acts as a powerful stimulant to the trade in the provinces on its borders, and with the knowledge of the Chinese which we possess, we cannot avoid the presumption that matters are conducted in some degree with due regard to mutual interest. And, speaking personally, I do not doubt that mutual and individual monetary interests play a very large part in the treatment of the whole matter.

I would like to say a word or two about

Manchuria, and the trade possibilities of that

country which have been preached to us from

many quarters. Considerable interest attaches

to a study of the trade statistics of Manchuria,

so far as they are available from the returns of

the I.M. Customs. These returns are admittedly

quite incomplete, for they only deal with the

trade at the so-called "ports" where the

I.M. Customs are established—they have

little cognizance of the great trans-frontier

and caravan trades, nor of the smuggling

trade, which, there is pretty good reason

to believe, is flourishing on the Korean and other frontiers. However, taking such figures as are available, it is at least an interesting fact to note that the value of the trade of Manchuria which came under the cognizance of the I.M. Customs rose from \$1 millions of Taels in 1907 to 96 millions in 1908. The figures are, in many ways, I know, open to criticism, with which I can imperfectly deal if anyone chooses to raise the point; but in their broad aspect they do most assuredly tend to confirm the opinion expressed by our late Commercial Attaché, Sir Alexander Hosie, of the enormous potentialities of the country. And this increase in trade, mind you, has been effected without any new development of interior railway communications, a point which further raises the question of what development of Manchurian trade might be if such railway development was permitted.

In previous reports there has been much referred to the projected Finkuan-Haichinman railway connection—a line strongly advocated in the interests of trade, but which has been successfully opposed by Japan and which received its quietus through "The Manchurian Convention" signed in Peking last September. At the present time a similar interesting controversy rages round the proposed Chinchow-Tsinshia-Algan railway, an Anglo-American enterprise, permission for the prosecution of which, we were informed, was granted by an Imperial Rescript last January. But this railway, too, has fallen under the ban of Russia and Japan, and the British element in it seems to receive scant support from our Government, which the United States may have to say about it, in view of the attitude recently assumed by them as regards Manchurian questions, may possibly be a matter of considerable interest in the near future. There is much more to be said on this subject, which I will spare you, simply remarking that this persistent thwarting of railway enterprise in Manchuria is a matter of high concern to all trade interests.

On the general question of Chinese railways I have little to say, for the reason that since the printing of the report, which contains pretty full reference to the subject, no developments of importance have occurred. A general comment may perhaps be permitted that the Anglo-German-French-American-Russian-Japanese band does not seem to have agreed on the harmonies of the overtone, introducing the projected railways of mid-China, and that means China is doing pretty well out of the great majority of public opinion which the Association represented British interests world over.

The opinions he had gathered there were entitled to very grave consideration at the hands of the Central Committee. He had no mandate to speak for them, but he was entitled to say that the views he expressed were the views of those communities and of the vast majority of their members in the Far East.

The Association for many years had been ridden by the phantoms of dead words which have lost their original meaning. They spoke of the Open Door and Equal Opportunities. Only that week they heard that the Open Door was to be shelved and that Spheres of Influence were coming up. The Far East branches had practically ceased to show that activity which once characterized them. The apathy shown in the Hongkong Branch accurately represented the spirit of inertia which characterized the encomiums passed on the Committee. Referring to Mr. Sale's remarks, Mr. Brown said that gentleman had just come from Japan and was well able to advise them on matters relating to Japan. Was that a satisfactory state of affairs for that association which was really the only means by which British merchants in China could secure protection for their legitimate interests? He thought not. The want of energy shown on many vital questions was not only deplorable but was also harmful. Because when merchants outside the Association raised questions concerning China they were met with the semi-official complaint that if there was anything really serious in these matters then the China Association would certainly have dealt with them.

The fact that their Association was acquiescing in that policy of laissez faire was harmful.

Mr. Bland thought that the remedy was that their Association without any suspicion of hostility should in a dignified and systematic manner push and press for legitimate British interests in cases where they cannot be secured by the ordinary methods of friendly relations.

The methods of friendly relations had had a very long trial. Mr. Bland supported his view by quoting from Sir Edward Arkroyd. There was no policy in China to-day, and during the last five years there had been no policy, except one of muddle and drift. The views he had put before them were his own views and had no reference to any particular interest or undertaking in China. It was certainly not remarkable when one who had worked as he had tried to do what one could to improve the Association.

With regard to the protection of British rights on the Pacific coast, these had been very largely handed over to our allies the Japanese. Is it a question whether it was an advantage to Great Britain that this should be so? There was also the question of railways with which the chairman had dealt, but there were other questions arising out of the railways, which were being worked to the grave detriment of British influence throughout.

Mr. Bland now turned to the decline of British prestige. He held that this was beyond question. If anybody doubted it let him go and speak to the Chinese officials in the country and he would come away with clear convictions on that head. Let him discuss with non-Britishers the relative positions that the Warwpu to communicate to the Foreign Powers that China is neither willing nor obliged to spend further money on the scheme. It is expected that the present contract for dredging, and for the closing up of the Shih Channel, will be completed in July or August next, and the European expert staff will not be required after such date. This means that the further works recommended by Mr. de Rijke as essential to the success of his conservancy scheme, such as the removal of Pheasant and Footing Points and other works on the upper portion of the river, will, if unopposed, be stopped.

In support of this Mr. Bland quoted a speech made by Mr. Murray Stewart, chairman of the Hongkong Branch, and the *Fortnightly Review*, which stated that the prestige of the British had ten years ago now. The Chinese knew, as the British traders knew, what the policy of the present Government was in the Far East. That policy was that England would not move a ship nor land a man to enforce any claim however just.

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On page 26 of the report reference is made to the negotiations initiated by Japan for a revision of the existing Treaties. The principal object appears to be the revision of the Customs Tariff—of course, in an upward direction. Not only are imports to be checked by an increase in the rate of duty, but an even greater barrier is to be imposed by means of a more minute classification in combination with an exceedingly intricate, complicated and uncertain basis of calculation. For instance, Engines, Dynamos, &c., formerly included in one class and charged at the rate of 15 per cent., are now to be the object of about fifty different rates, the duty to be levied upon and varying according to the gross weight.

Gentlemen, these methods of classification and calculation will inevitably lead, even more than high rates of duty, to an increase of that systematic evasion and undervaluation which has already greatly curtailed the share of trade previously enjoyed by China in Japan.

This proposed new Tariff has already been submitted to the Diet and received approval. In advocating the Bill, Count Komura, the Minister for Foreign Affairs, said that Conventional Tariffs—giving the benefit of lower rates—may be arranged with those countries which offer favourable terms for Japanese goods, but such a system of reciprocity could not be entered into with Great Britain because she has nothing to offer in return.

[Readers are referred to the correspondence between the Private Secretary to the Minister for Foreign Affairs, Count Komura, and Mr. D. H. Bland, chairman, the Yokohama Foreign Board of Trade, published yesterday, on this subject.] The correct translation of the statement above referred to is as follows: "As England pursues a Free Trade policy, there is no room whatever for concluding with her a conventional tariff."—By H. D. P.

I admit that this appears very much like a strong argument in favour of Tariff Reform in this country, but as our sales to Japan are four or five times greater than our purchases from Japan, and the latter include a large proportion of raw materials, it will be recognized that a British Tariff would neither enable us to negotiate or to retaliate with any effective result.

My argument is that Great Britain has much to offer in the way of reciprocity for Tariff abatements, and it rests on our Government to make use of the compens

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"CATHERINE APCAR." Captain G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 17th inst., at NOON.

For Freight or Passage apply to DAVID SASOON & CO., LTD. Agents.

Hongkong, 12th May, 1910. [521]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

NOTICE TO CONSIGNEES.

"CANTON" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Company, when delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

All claims must reach us before the 22nd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

Hongkong, 11th May, 1910. [516]

BANK HOLIDAY.

In Accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 16th instant, WHIT MONDAY.

Hongkong, 11th May, 1910. [525]

A SMART WANTED TYPINGWRITER and CORRESPONDENCE CLERK (Chinese). Must be proficient in English and quick at figures. Only Experienced typists need apply.

MANAGER, Care of "Daily Press" Office, Hongkong, 6th May, 1910. [510]

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form, containing all the broiling, soothing and toning effects of the choicer hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in Cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NEUROSES or DYSPEPSIA. Samples on Application.

SIEMSEN & Co., Agents, Hongkong, 14th December, 1909. [519]

THE SWATOW DRAWN WORK Co. 174, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Laces from the latest French Patterns.

Hongkong, 25th December, 1909. [542]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF, LAMB, MUTTON,

RABBITS AND HARES.

[42]

BEWARE of IMPURE WATER.

"PRANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER SOLD BY ALL STORES.

SYPHONS... at \$2.00 each.

BULBS... at 90¢ per box

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THE CHINESE ENGINEERING AND MINING CO., LIMITED.

NOTICE.

A N INTERIM DIVIDEND of ONE SHILLING and SIX PENCE per Share, free of tax, on account of year ending 28th February, 1910, has been declared by the Directors of the above Company.

COUPON No. 14 is Payable on the 2nd May, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA and the RUSSO-CHINESE BANK at Tientsin and Shanghai.

J. S. DOBBIE, Agent.

Hongkong, 1st May, 1910. [590]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATES No. 2140 for Ten Shares Numbered 42395 and No. 2161 for Five Shares Numbered 42395 and 42399 standing in the Register in the name of JOSEPH MANUEL MIRE of Hugo having been LOST. NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

A. SHELTON HOOPER, Secretary.

Hongkong, 22nd April, 1910. [553]

"SOLIGNUM"

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It protects against Decay, Fungi, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonial of the Government of India, the Sudan, etc.

In Drums and Barrels of Various Colours.

Prospects and all further information from SIEMSEN & Co., (Machinery Dept.), Hongkong, Sole Agents.

Hongkong, 8th December, 1909. [149]

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Hongkong, 31st July, 1907. [546]

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CODE WORD: "DOCK."

A. I. A. B. C. and Engineering Code Used NEW DOCK NOW OPEN.

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Extreme Length... 722 feet
Length on Blocks... 714

Width of Entrance on Top... 55

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Short Notice.

[805]

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PERCY SMITH & SETH, 5, Queen's Road Central.

Hongkong, 4th May, 1910. [596]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon.

For Particulars apply to

ATA TOON V. APCAR & Co., 14, Des Voeux Road Central.

Hongkong, 3rd March, 1910. [565]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st May, 1910. [591]

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ATA TOON V. APCAR & Co., 14, Des Voeux Road, Central.

Hongkong, 3rd March, 1910. [565]

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HONGKONG OFFICE:

5, Des Voeux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be had

on application.

For particulars apply to

D. TOROKOW, Manager.

Hongkong, 14th March, 1910. [591]

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OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHERSON & CO., LTD.

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Hongkong, 1st May, 1910. [591]

AUCTION

NOTICE.

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£1,500,000 at 2/-

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\$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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GEO. P. LAMMERT, Auctioneer.

Hongkong, 11th May, 1910. [627]

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12 months, 10/- per annum.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"CATHERINE APCAR,"

having arrived from the above Ports, Consignees are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 11th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD.

Agents.
Hongkong, 9th May, 1910. [621]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"KASAMA."

Captain Purcell, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 13th inst., at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEDWAN, TOMES & CO.

Agents.
Hongkong, 7th May, 1909. [616]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANO."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KORE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.
Hongkong, 10th May, 1910. [618]

SIR PAUL CHATER INTERVIEWED.

A representative of the *China Gazette* was warmly received by Sir Paul Chater, member of the Executive Council of Hongkong, at the Astor House Hotel, Shanghai, on Monday evening of last week. The following is a brief account of the interview which took place:-

"What brings you to Shanghai, Sir Paul?" "My health for some time has been affected by an accident which took place some months ago. I fell from a sedan chair outside my office and was laid up for some time. I am now on my way to convalescence and am going to Europe via America for a time. I shall probably spend some time at the German baths. I think of going to Hamburg."

"What are the business conditions of Hongkong at the present time?" asked our representative. "Very good at present, but I think I ought to say that we had some months of grave depression. Several individual Chinese firms carrying on business in several names caused great losses, and upon failure the difficulty of obtaining proper information as to names and seats of these defuncts has been considerable. However, the main bulk of Chinese firms in Hongkong deal fairly enough and the market has not only recovered its normal condition but things are at present very prosperous in Hongkong and likely to be better."

"On what do you base your optimistic assumption?"

"Largely upon the natural advantages of Hongkong as a port and largely on account of the enormous difference which the Canton-Kowloon Railway is going to make to Hongkong. The effect upon Hongkong will surpass the imagination of those who are not acquainted with the condition of the China carrying trade between Hankow and the interior of China and Europe. This trade will be revolutionized by the advent of the railway. Moreover, thousands of wealthy Chinese traders will flock to Hongkong, and its position as the third port of the world is almost certain to be recovered."

"Asked about rubber, Sir Paul said that Hongkong had no direct interest in that industry."

"Have the conditions in India of the present time affected the question of cotton or opium of Hongkong?" asked our representative.

"The scarcity of cotton has, of course, had at least a temporary effect upon the yarn business in Hongkong. As a consequence of the recent prohibitory legislation in India with regard to opium the market price of opium has gone up enormously."

"Do you think that the University scheme in Hongkong will have any effect upon conditions in the 'Colony'?" Certainly. The University will be English in language, of course, and based on the model of Oxford or Cambridge. We shall engage the highest possible class of teacher, and we do not think Chinese of the 'better class' who now go to Europe for foreign training will be well content to obtain a Hongkong degree, which can only be obtained after the same amount of study as would be necessary at an English University. Chinese youth who will be sent to their homes will immediately prefer to follow it abroad. In Hongkong, I should say, we shall, of course, have Faculties on the same lines as Oxford or Cambridge. The Medical, Law, and Science schools will be particularly good and efficient. Moreover, the cost of study will be far less than would be required at home for similar advantages."

"We have been reading something about the Hongkong Ports during the last few days. Sir Paul, I suppose they are almost if not quite impregnable?" Well, Sir John French, who inspected Hongkong a short time ago, was by no means too optimistic. "The Government is going to make radical and efficient changes, and in a short time I think our fortifications will be as good as any in the world. Of course we should depend largely on the Navy in time of war. I am glad to see that the Home Government is going to strengthen the China squadron by sending out two big ships. If these were to be impregnable?"

"Cargo impeding the discharge will be landed at once, at Consignees' risk and expense."

"Cargo remaining on board after 4 P.M. of the 11th inst. will be landed at Consignees' risk and expense."

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 9th May, 1910. [621]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"KASAMA."

Captain Purcell, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 13th inst., at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEDWAN, TOMES & CO.

Agents.

Hongkong, 7th May, 1909. [616]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANO."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KORE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.

Hongkong, 10th May, 1910. [618]

RUBBER SHARES.

THE FALL IN VALUES.

The following table published by the Singapore Free Press will show that falls in prices are liable to be almost as rapid as rises, and the differences in values in a month amounts on a general average to a drop of about 20-35 per cent., and there is every likelihood of the fall continuing for some time to come yet, and many of the shares of younger local companies are likely to go back nearly to par:

	April 7.	May 5.
Allapar.	\$0.8 9	\$0.5 6
Anglo Malay.	\$1.17 0	\$1.7 0
Batu Tiga.	\$2.26	\$2.5 6
Chaterhouse.	\$2.7 3	\$2.5 6
Edinburgh.	\$1.5 0	\$2.6 0
Highlands.	\$2.17 6	\$2.12 0
Kamunting.	\$2.12 6	\$2.0 0
Lamerton.	\$2.15 0	\$2.13 6
Lengor.	\$2.2 0	\$2.13 6
Sealed.	\$2.0 0	\$2.7 5
Selangor.	\$2.5 0	\$2.10 0
Bertan.	\$2.10 9	\$2.7 9
United Serdang.	\$2.17 6	\$2.3 6
United Somatra.	\$2.18 9	\$2.12 9
Vallambrosa.	\$2.18 9	\$2.4 0
Chiangkai Serdang.	\$2.26	\$2.15
Elphinstone.	\$2.7	\$2.4
Indragiri.	\$2.48	\$2.32
Pajau.	\$2.21	\$2.15
Pegoh.	\$2.62	\$2.50
Sandycroft.	\$2.50	\$2.36
Singapore Rubber.	\$2.725	\$2.550
United Singapore.	\$2.425	\$2.75

THE PARSI CONFERENCE.

The first Zoroastrian Conference, which concluded its sittings on April 13th at Bombay, may, says *The Times of India*, be called a success, despite the unfortunate hitch in its proceedings, which occurred towards the close, and all those who had the management of it in their hands deserve to be congratulated on having launched an institution which in the course of coming years will do the Parsi community much good, if its direction continues to be in capable hands. Such conferences were often held in the heyday of Parsi supremacy in Persia, but they have been discontinued ever since the Parsis came to India; and it was gratefully acknowledged at the meeting that the peace and prosperity which the Parsis enjoy under the British rule have alone rendered these conferences possible once more. There was strong objection raised against the conference being held this year on the ground that the preparations and deliberations for it were being hurried, and also that the party representing somewhat advanced reform views on religious and social matters had the management of it in their hands. But great pains were taken to proffer this opposition by associating persons of all shades of opinion with the enthusiasts for reform, if the orthodox party had honest and reasonable grounds for fear lest the reformers should try to foist advanced views which would not be palatable to this party, all such views were expressly disclaimed, and not a single resolution to which objection on this ground could be taken was brought before the Conference. Mr. Merwanji M. Camo, one of the five trustees of the Parsi Panchayet, who is a highly valued and respected leader in the community, of both the orthodox and the reform parties, emphasized this in his address to the conference, by assuring the members of the Reception Committee, and he said openly that the enthusiasts for reform, whom he called the extremists, had no voice in the framing of the resolutions for the conference, which had thus lost their sympathy. Doctor Kasivobad, a scribe of the Deccan and a leading high priest of orthodoxy, was elected President of the conference, which thus gave another proof, if proof were needed, that as regards the orthodoxy it would not err on the side of heterodoxy. Still the minds of some amongst the ultra-orthodox were not quite pacified, and the regrettable hitch in the proceedings on Monday afternoon is to be attributed to their lurking suspicion that they were being "unjustly disturbed" in their easy religious repose. As we had occasion to say some weeks ago, a great deal of friction on certain religious questions like that of polygamy still exists among the community, and religious subjects were wisely avoided in the resolutions of the Conference. It is always unsafe to discuss religious subjects before such miscellaneous assemblies, and therefore it would have been well if the excellent proposal of Meersji Jiraji Modji and R. P. Karkaria had been adopted for the appointment of a select body of learned priests and laymen, who could deal with religious questions in a calm and erudite manner. Some such body is much needed, and we hope the next conference will take up the proposal again, after mature deliberation. The conference of this week was admittedly a tentative step, but a step in the right direction, and looking to the difficulties of the promoters they must be said to have done well indeed. In future years they will have greater experience of such movements to guide them, and we may expect them to succeed even better.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-

- On the 11th at 11.55 a.m. - The barometer has fallen rapidly in Central Japan owing to the typhoon, which appears to be crossing the Island Sea and still moving toward N.E.
- Pressure has increased quickly over the Philippines, which is the foundation of another giant unit of our battle fleet. If we pass by for the moment the traditions of past "Thunderes," which the settling of the plate now transfers to a new custod, what awful sacrifice of such simple word "success" may imply if the new "Thunderes" is ever put to the extreme test for which she is designed!
- But, except to the imaginative men the ceremony at the Canning Town yard, was a simple affair. It meant to the many score of workmen who were dismissed from their work to witness it a demonstration of the suggestion made by the chairman at the general meeting of the company immediately before the ceremony, that the Thames Shipbuilding Company had got over previous difficulties with the Admiralty and were now able to negotiate for an extension of their construction work—an extension that means very much to the working men of East Ham and Poplar.

This is the first capital ship that the company has laid down since the *Black Prince* left their slips, and it would seem that the trouble has been, not space for slips but means of berthing the new types of capital ships, for completion, owing to their increased beam. However, now that the wet-berth at Dagenham is built with official approval, the prospect for the *Thames* looks brighter.

Among those who were present on the stage when Mr. Hills laid the red plate and announced the first rivets were Mr. Masterman, M.P., Sir John Beddoe, M.P., Mr. W. Thorne, M.P., and the mayor of Poplar and of East and West Ham. Mr. Arnold Hill, the chairman of the company, was also wheeled up on to the staging platform in an invalid chair.

On

FORTHCOMING EVENTS.

Wednesday, 18th May—Raw Silk at No. 16, Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, 11 A.M.
Saturday, 21st May—Twelfth Annual Ordinary Meeting of The "Star" Ferry Co., Ltd., at the Office of Messrs. Gibb, Livingston & Co., 12:15 P.M.

SHIPPING.

ARRIVALS.

CHINAN, British str., 11th May—Canton.
COMODIO MARU, Japanese str., 2,220 E. Gobles, 11th May—Singapore 5th May, General—Nippon Yusen Kaisha.
CHIYUEN, Chinese str., 1,177, C. Stewart, 11th May—Shanghai 7th May, General—C. M. S. N. Co.
DAIJIN MARU, Jap. str., 899, Y. Kuburad, 11th May—Swatow 10th May, General—Osaka Shosen Kaisha.
DEVANIA, British str., 8,091, H. Powell, 11th May—Bombay 12th April, Mails and General—P. & O. S. N. Co.
FUKI MARU, Japanese str., 2,118, Murakami, 11th May—Moj 3rd May, Coal—Mitsui Bussan Kaisha.
HARICONG, British str., 1,267, W. C. Passmore, 11th May—Foodow 8th, Anoy 9th via Swatow 10th May, General—Douglas, Lapraik & Co.
KAI FONG, British str., 987, Warrack, 11th May—Cebu and Illoilo 8th May, Hemp and Wood—Butterfield & Swire.
KAKO MARU, Japanese str., 5,285, F. L. Sommar, 11th May—London via Ports 2nd April, General—Nippon Yusen Kaisha.
MEIFOO, Chinese str., 11th May—Canton.
NAMANG, British str., 2,591, P. M. B. Lake, 11th May—Kobe and Moji 6th May, General—Jardine, Matheson & Co.
SIGNAL, German str., 907, J. Zwosen, 11th May—Haiphong 5th, Pakho 8th and Hoikow 10th May, General—Jensen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
11th May.
Anamba, British str., for Langkawi.
Bajun Maru, British str., for Swatow.
Chidam, Norwegian str., for Swatow.
Chiyan, Chinese str., for Canton.
Colonia Maru, Japanese str., for Shanghai.
Devania, British str., for Shanghai.
Kamo Maru, Japanese str., for Kobe.
Oceano, British str., for Manila.
Tjikini, Dutch str., for Amoy.

DEPARTURES.

11th May.
ANGHIN, German str., for Bangkok.
FUKU MARU, Japanese str., for Moji.
HAIRUN, British str., for Swatow.
HANYANG, British str., for Swatow.
IHO MARU, Japanese str., for Singapore.
KUHLAND MARU, Japanese str., for Nagasaki.
NANCHANG, British str., for Ningpo.
NANSAN, British str., for Sagon.
PAKLAT, German str., for Haiphong.
SOSHU MARU, Japanese str., for Swatow.
VICTORIA, Swedish str., for Hoihow.

SHIPPING REPORTS.

The British str., Kaiyong reports: Light winds and fine weather.
The British str., Haicing reports: Light S.Westerly breeze and fine clear weather.
The British str., Namsang reports: Moji to Tung Yung fog; thence to port, light S.W. winds, slight sea, clear weather.
The Chinese str., Ohien reports: Dense fog from Baishan to Oksen; thence calms and moderate Southerly wind and clear weather to port.

VESSELS IN DOCK.

May 11th.
KOWLOON DOCK—Union, Pailo, St. Enoch, S.M.S. Coronado, Shin On, Lekin, Rigel, Balysser, H.M.S. Robin, Ta Hing, Carl Dieck, H.M.S. Virago, C. Spear, Hue, Cheongshing.
COSMOPOLITAN DOCK—Loongsang.

PASSENGERS.

ARRIVED.
Per Kaiyong, from Cobh, Mr. Hoskyn.
Per Kamo Maru, from London, &c., Mrs. D. Clark and 2 children, Mr. and Mrs. C. A. Little, Mr. and Mrs. Ling and 4 children, Mr. J. Guy, Mrs. C. A. de Roos, Mr. and Mrs. A. R. Roos and 2 children, Miss C. S. de Roos, Mr. E. Z. de Ayala and 3 children, Mrs. D. Tous and 3 children, Mr. M. Idierry, Mr. W. R. Trigman, Mrs. G. Yttralda, Mrs. M. Chubie, Mr. J. Abillera, Miss Whyte, Mr. W. A. Stophani, Miss H. Smith, Miss E. Gassner, Mrs. A. Fisica, Mr. W. Owen, Mr. and Mrs. H. Salandana, Mr. M. Brins, Miss Agata and Mr. J. T. Klipp.

Per Decatur, for Hongkong, from London, Rev. and Mrs. C. Mr. Jr. and Miss Bone, Mr. T. Oliphant, Mr. G. Spencer and Mr. D. Withshaw; from Marseilles, Rev. and Mr. Webster, Mr. A. A. Ritchie and Mr. Hall; from Bombay, Mr. K. M. Mogre, Master Kiki, infant and servant; from Singapore, Mr. E. E. Long, Mr. and Mrs. Bramall, Messrs. Vanels Vees, Knaff, Monw, Reim, and Sywart, Mr. and Mrs. Vollenhaven, Mr. and Mrs. Monteiro and Mr. de Silva for Shanghai, from London, Mr. F. B. Boxer, from Marseilles, Messrs. F. Garnier, H. A. Steven and J. Afferl; from Port Said, Mr. Jaffer; from Bombay, Major Thomas; from Penang, Messrs. L. T. Moore, and servant; from Singapore, Miss Fish, Mr. and Mrs. Colver, Messrs. Prentice and servant, J. Johnston, Mr. McBain and servant, C. Lee, L. Seng, L. Gee, W. C. Ling, Newman, Tilly, Henley and Mengel; for Yokohama, from London, Rev. W. A. Richards and Mr. W. Black; from Marseilles, Messrs. W. Stewart, D. A. Johnston, G. Federer and Knox; from Bombay, Mr. T. Kintoul; from Singapore, Capt. Norman, Messrs. Ward, Duncan and Croton.

DEPARTED.

Per Kamo Maru, for Japan, Mrs. Stewart, Miss Montgomery, Mr. and Mrs. Akiviana and child, Messrs. T. J. Bibby, G. M. Ritchie, J. Hagiwara, J. Groom, E. C. Simon, E. M. Osborne and L. S. Kibble, Miss Laura Lawrence, Mr. and Mrs. Howard Smith, Mrs. W. A. Kissian and 2 children, Miss Sheean Mr. P. H. Stevens, Mr. Sheean, Mrs. Lambert, Mrs. W. Günther, Very Rev. Peter O'Hare, Rev. G. Doyle, Mr. Trevor, Mr. C. R. Bainton, Capt. and Mrs. F. H. Shaw, Messrs. H. Edols, B. Huot, L. Dawson and Han, Consul-General Ueno, Mr. and Mrs. T. Hyde, Mr. and Mrs. H. H. Gibbs, Mr. Akita, Mrs. M. Suzuki and Mrs. Murakami.

PASSENGERS EXPECTED.

Per E. & O. str. Mahe, connecting with the str. Asura at Colombo, from London, for Hongkong, 22nd April—Mr. A. F. Purdon and Miss Eysen.
Per E. & O. str. Mahe, from London, for Hongkong, 23rd April—Miss Cunningham, Mr. T. L. Rollen, Mr. J. Hobling and children, Mr. W. E. King.
Per E. & O. str. Sonali, from London, for Hongkong, 7th May—Deputy Inspector-General and Mrs. J. L. Barrington.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & CO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	G. W. Gordon, B.N.E.	P. & O. S. N. Co...	On 14th inst., at Noon	
LONDON & ANTWERP, VIA SINGAPORE, &c.	NORE	Brit. str.	G. Phillips, B.N.E.	P. & O. S. N. Co...	About 18th inst.	
LONDON, ROTTERDAM & ANTWERP.	MONTGOMERYSHIRE	Brit. str.	G. E. Warner	JARDINE, MATTHESON & CO., LTD.	About 25th inst.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	Hildebrandt	HAMBURG-AMERICA LINIE	About beginning of June	
ROTTERDAM, HAMBURG & ANTWERP, &c.	SIEVIA	Ger. str.	Hildebrandt	HAMBURG-AMERICA LINIE	About middle of June	
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	Hildebrandt	HAMBURG-AMERICA LINIE	To-day	
HAVRE & HAMBURG VIA SINGAPORE, &c.	SENEGAMBIA	Ger. str.	Hildebrandt	HAMBURG-AMERICA LINIE	On 10th June	
MARSEILLES, &c., VIA PORTS OF CALL.	HIBINO MARU	Jap. str.	Krieger	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PEKING	Dan. str.	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at D'light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	F. L. Sommer	MELCHERS & CO.	On 26th inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	H. Formes	NIPPON YUSEN KAISHA	On 8th June, at D'light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUREW	Ger. str.	G. Bergugiani	MELCHERS & CO.	On 22nd June, at D'light	
NEW YORK	CHINA	Aus. str.	Meyer	SANDER, WIELER & CO.	On 18th inst., at Noon	
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	ARAGONIA	Ger. str.	H. Bergugiani	HAMBURG-AMERICA LINIE	On 27th inst.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SUEZIA	Brit. str.	F. W. Davies	DODWELL & CO., LTD.	On 19th inst.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	OCEANO	Brit. str.	F. W. Davies	DODWELL & CO., LTD.	On 11th June	
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	EMPERESS OF INDIA	Brit. str.	F. W. Davies	CANADIAN PACIFIC R. CO.	On 14th inst., at 6 P.M.	
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	MONTEAGLE	Brit. str.	F. W. Davies	CANADIAN PACIFIC R. CO.	On 24th inst., at Noon	
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAMBA MARU	Jap. str.	K. Sato	NIPPON YUSEN KAISHA	On 21st June, at Noon	
TACOMA VIA KEELUNG & JAPAN	AWA MARU	Jap. str.	S. Ishikawa	OSAKA SHOSEN KAISHA	On 18th inst., at Noon	
TACOMA VIA KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	I. Goto	TOYO KISEN KAISHA	On 20th June, at Noon	
TACOMA VIA KEELUNG & JAPAN	HONGKONG MARU	Jap. str.	M. Iya	NIPPON YUSEN KAISHA	On 21st June	
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	F. Isacks	MELCHERS & CO.	On 22nd June, at D'light	
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Brit. str.	G. W. Elidy	BUTTERFIELD & SWIRE	On 23rd June, at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	M. Winchell	NIPPON YUSEN KAISHA	On 18th June, at Noon	
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	T. Sukeue	MELCHERS & CO.	On 8th June, at Noon	
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	D. Lenz	NIPPON YUSEN KAISHA	About 30th inst.	
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Jap. str.	F. L. Sommer	PRINZ SIGISMUND	Today, at 5 P.M.	
AUSTRALIAN PORTS VIA MANILA	KAMO MARU	Jap. str.	J. P. van Emmerik	Java-China-Japan Linen	Quick despatch	
AUSTRALIAN PORTS VIA MANILA	TIBUDAS	Dut. str.	V. McClymont-Liddell	JARDINE, MATTHESON & CO., LTD.	On 15th inst., at D'light	
AUSTRALIAN PORTS VIA MANILA	CHONGSHING	Brit. str.	Y. Funeso	OSAKA SHOSEN KAISHA	To-morrow, at Noon	
AUSTRALIAN PORTS VIA MANILA	BUJUN MARU	Jap. str.	M. Courtney	BUTTERFIELD & SWIRE	On 21st June, at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	SHANGHAI	Brit. str.	C. Lindbergh	JARDINE, MATTHESON & CO., LTD.	On 15th inst., at D'light	
AUSTRALIAN PORTS VIA MANILA	SHANGHAI	Brit. str.	B. Cobol	BUTTERFIELD & SWIRE	Middle of May.	
AUSTRALIAN PORTS VIA MANILA	CANTON	Dan. str.	C. D. Goldsmith, B.N.E.	MELCHERS & CO.	On 17th inst., at Noon	
AUSTRALIAN PORTS VIA MANILA	SUERIA	Brit. str.	A. Harris	BUTTERFIELD & SWIRE	On 18th inst.	
AUSTRALIAN PORTS VIA MANILA	SHANGHAI	Brit. str.	Y. Nomura	NIPPON YUSEN KAISHA	On 24th inst., at P.M.	
AUSTRALIAN PORTS VIA MANILA	SHANGHAI	Brit. str.	Owen Jones, B.N.E.	P. & O. S. N. Co.	On 25th inst.	
AUSTRALIAN PORTS VIA MANILA	SHANGHAI	Brit. str.	K. W. Haase	HAMBURG-AMERICA LINIE	On 2nd June	
AUSTRALIAN PORTS VIA MANILA	SHANGHAI	Brit. str.	H. Koeps	JAVA-CHINA-JAPAN LINEN	Quick despatch	
AUSTRALIAN PORTS VIA MANILA	TAKAO (DIRECT)	Dut. str.	N. Kobayashi	OSAKA SHOSEN KAISHA	On 13th inst., at 3 P.M.	
AUSTRALIAN PORTS VIA MANILA	TAMSUI VIA SWATOW & AMOY	Jap. str.	Y. Kurokai	OSAKA SHOSEN KAISHA	On 15th inst., at 10 A.M.	
AUSTRALIAN PORTS VIA MANILA	SWATOW, AMOY & FOOCHEW	Jap. str.	W. C. Passmore	DOUGLAS, LAEPAK & CO.	To-morrow, at 10 A.M.	
AUSTRALIAN PORTS VIA MANILA	SWATOW, AMOY & FOOCHEW	Jap. str.	R. Rodger	DOUGLAS, LAEPAK & CO.	On 15th inst., at 10 A.M.	
AUSTRALIAN PORTS VIA MANILA	MANILA	Brit. str.	A. W. Underbridge	DOUGLAS, LAEPAK & CO.	On 24th inst., at 10 A.M.	
AUSTRALIAN PORTS VIA MANILA	MANILA	Brit. str.	F. Sembill	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	MANILA	Brit. str.	M. Nielsen	BUTTERFIELD & SWIRE	On 14th inst., at Noon	
AUSTRALIAN PORTS VIA MANILA	MANILA	Brit. str.	G. F. Hudson	NIPPON YUSEN KAISHA	On 17th inst., at Noon	
AUSTRALIAN PORTS VIA MANILA	MANILA	Brit. str.	M. B. Lake	DAVID SASSOON & CO., LTD.	On 18th inst., at Noon	
AUSTRALIAN PORTS VIA MANILA	MANILA	Brit. str.	J. Robinson	JARDINE, MATTHESON & CO., LTD.	On 14th inst., at 4 P.M.	
AUSTRALIAN PORTS VIA MANILA	TUILWONG	Dut. str.	A. Pander	BUTTERFIELD & SWIRE	Quick despatch	
					JAVA-CHINA-JAPAN LINEN	

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POST OFFICE NOTICE

 Only fully prepaid letters and postcards are transmissible by the SIBERIAN
 Route to EUROPE.

 Mails from EUROPE via SIBERIA —
 Date of Despatch from London Date due in Hongkong Vessel

22nd and 23rd April To-morrow Delhi

FOR PER DATE

Manila, Moji and Kobe	... ...	Oceano	Colombo Maru
Kobe and Yokohama	... ...	Kamo Maru	...
Macao	... ...	Sui Tai	...
Shanghai	... ...	Meefoo	...
Chenau	... ...	...	...
Saigon	... ...	Kwuchow	...
Taiwan	... ...	...	...
Kwang Ping	... ...	...	...
Singal	... ...	...	...
Swatow and Dali	... ...	Huching	...
Swatow, Amoy and Foochow	... ...	Nikko Maru	...
Manila, Thursday Island, Cattown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Port, and Fremantle	... ...	Sui Tai	...
Macao	... ...	Teriso Maru	...
Takao	... ...	Loonggang	...
Manila	... ...	Nippon Maru	...
SHANGHAI, NAGASAKI, KOBE, SHINIDZU, YOKOHAMA, HONOLULU & SAN FRANCISCO
Shanghai
Singapore, Penang and Bombay
Manila
Cebu and Iloilo

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 "JUST AS GOOD AS OSRAM."
"OSRAM" LAMPS ARE

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 THE LONGEST AND BRIGHTEST
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 AND MANUFACTURED IN GREAT
 BRITAIN.

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 SAVE 70% OF YOUR ELECTRIC LIGHT BILL EVERY MONTH.

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THE DRAGON CYCLE CO.

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BRANDY ★★★★

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 SELECTED FOR THE FAR EAST.

WHISKY, PALL MALL

JOHNNIE WALKER'S OLD HIGHLAND

WHITE LABEL

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, LA TORRE

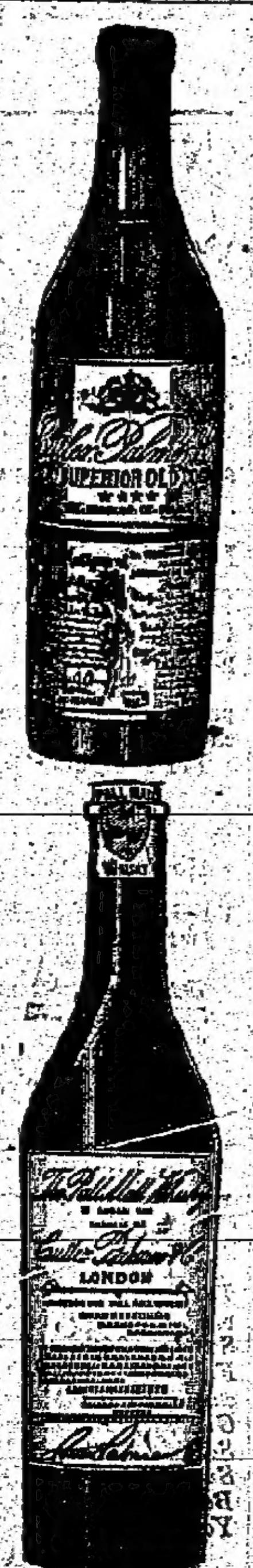
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SIEMSEN & CO.

HONGKONG AGENTS.

PRICES ON APPLICATION.


 The Cigarettes of Distinction
Bouton Rouge
 and Felucca

 A LUXURY TO
 THE MAN
 OF TASTE.

 IN 50'S & 100'S
 HERMETICALLY SEALED BOXES
 AT \$4.20 AND \$2.80 PER 100
 FROM ALL TOBACCONISTS.


SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 12TH, 1910.

STOCKS	NO. OF SHARES	VALUE	Paid Up	CLOSING QUOTATIONS CASH.
BANKS				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$90, mixed.
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers.
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers.
China Borneo Company, Limited	60,000	\$12	\$12	\$11, sellers.
China Light and Power Company, Limited	50,000	\$10	\$10	\$12, sellers.
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$1	\$1	\$12, sellers.
COTTON MILLS				
Ever Cotton Spinn. & Weaving Co., Ltd.	30,000	Tls. 50	Tls. 50	Tls. 135.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$64, sellers.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62.
Lan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 78.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
Dairy Farm Company, Limited	40,000	\$72	\$6	\$19, buyers.
DOCKS AND WHARVES				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	\$50	\$57, sales.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	\$50	\$50, buyers.
New Amyey Dock Co., Limited	10,000	\$62	\$62	\$59, sellers.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai & Hongkow W'rf Co., Ltd.	35,000	Tls. 100	Tls. 100	Tls. 121.
Penwick & Co., Limited	18,000	\$25	\$25	\$10, sellers.
Green Island Cement Co., Limited	400,000	\$10	\$10	\$74, sald. & buy.
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, r.d. sales.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1075.
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$33.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	\$160, sellers.
INSURANCES				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175, buyers.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$113, buyers.
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$67.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, sales.
North China Insurance Co., Limited	10,000	\$15	\$15	\$115, sellers.
Union Insurance Society, Limited	12,400	\$250	\$100	\$640, sellers.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$20.
LANDS AND BUILDINGS				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$103, sellers.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$83, sellers.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$50, buyers.
Shanghai Land Investment Co., Limited	75,000	Tls. 50	Tls. 50	Tls. 111.
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers.
MINING				
Soie & France des Charb'ges du Tonkin	15,000	Frs. 250	all	\$625, buyer.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$21, sellers.
Peak Tramways Co., Limited	25,000	\$1	\$15	\$15, buyers.
Philippine Co., Limited	50,000	\$10	\$1	\$160, sales.
REFINERIES				
China Sugar Refining Co., Limited	20,000	\$100	all	\$178, sellers.
Luzon Sugar Refining Co., Limited	7,000	\$100	\$25	\$28, sellers.
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers.
SHIPMENT COMPANIES				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers.
Douglas Steamship Co., Limited	20,000	\$50	\$33	\$13, sellers.
Hongkong, Canton & Macao G. Co., Ltd.	60,000	\$15	\$15	\$30, sal. & sel.
Indo-China Steam Navigation Co., Ltd.	60,000	\$1	71 h. [£1.10]	£1.10.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	94.
Star Ferry Company, Limited	10,000	\$10	\$10	\$26, sellers.
South China Morning Post, Limited	10,000	\$12	\$5	\$144, sellers.
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, buyers.
STORES AND DISPENSARIES				
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$33, sellers.
Watkins, Limited	10,000	\$10	\$10	\$34, sal. & sel.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$62, sellers.
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers.
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$12, sellers.
Union Waterboat Co., Limited	100 fltrs.	\$10	\$10	\$300.
BURGERS				
Singapore and Johore	50,000	\$10	\$10	\$22, (St.)
Balckwells	—	—	—	\$25 (St.).
Pepols	—	—	—	7/-.
Allapras	—	—	—	32/6.
Anglo-Malays	—	—	—	117/6.
Cashifields, fully paid	—	—	—	145/-.
Highlands and Lowlands	—	—	—	10/- prem.
Kamunings	—	—	—	210/-.
Kuala Lumpur	—	—	—	100/-.
Ledbury's	—	—	—	65/-.
Linggi's	—	—	—	42/-.
Sapengs	—	—	—	85/-.
Shafords	—	—	—	200/-.
Sungei-Kapar	—	—	—	130/-.
United Serdang	—	—	—	80/-.
Bukit Kayangs	—	—	—	40/- prem.
Eastern and International	—	—	—	18/-.
London Ventures	—	—	—	7/-.
Sumatra Paras	—	—		